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VOL. VII. NO. 16. CLEVELAND, O., APRIL 16, 1885. $2.00 PER ANNUM SINGLE COPIES 5 CENTS

AROUND THE LAKES.

CLEVELAND.

The steambarge Schnoor was towed down the river this morning to go in Globe drydock.

J. P. Swain, last season assistant engineer on the Robert Wallace, fills the same position on the Columbia this season.

Frank A. Radcliffe, son of W. H. Radcliffe, the shipbuilder, goes as assistant engineer on the Robert Wallace this season.

The schooner General Franz Siegel, which cleared for Kelley's Island last Friday, arrived on Tuesday with a cargo of stone for Wing & Pellet.

The schooner Grace Holland, in Globe drydock got some new plank in her bottom, part new garboard stake and a thorough recalking.

A dispatch has been received from Manager Carter of the Detroit & Cleveland Line which says the first boat of the line will arrive here to-morrow.

It is not definitely decided as yet, but is altogether probable that the new iron steamship, will be launched at the Globe shipyard on Saturday.

The steamer Sarah E. Sheldon and tugs Thomas Quayle and Forest City, are receiving new smoke stacks. James Williams will be engineer of the Forest City.

Captain J. Stover will be master of the barge Frank Perew this season; Captain A. Wilson of the King, and Captain Wm. Somerville of the Kingfisher.

John B. Coffinberry has sold to Richard Neville an eighth interest in the steambarge Jarvis Lord for $3,500. She is receiving extensive repairs at Ashtabula.

The Chicago Inter-Ocean after printing a column and a half of our marine news without giving credit, says the first Detroit boat will arrive there on Wednesday, (the 15th instant.)

Captain Swartwood of Murphy's Tug Line, is at Marquette trying to release the schooner Harvey Bissell. The vessel is full of ice which will have to be cut out before it can be lifted.

Daniel Doyle for several seasons past chief engineer of the Oscar Townsend, is now engineer of the ferry steamer running between Prescott and Ogdensburgh. Mr. Doyle resides at the latter place.

The cases of Laban B. Fowler, et. al., against 1,000,000 feet of lumber, late cargoes of the barges Walter A. Sherman and Hamilton J. Mills, recently decided in the United States District Court in favor of the libelant, have been appealed to the United States Circuit Court.

On the 8th instant a libel was filed in the United States District Court by William T. Baker, Walter F. Cobb, and Gordon G. Moore, against the steam tug Thomas Quayle. The action is brought to recover $1,630.93, with interest from November 30, 1884, claimed as damages resulting from the grounding of the schooner R. B. Hayes, on the middle ground, so called, off Point au Pelee Island in Lake Erie, while in tow of the Quayle about midnight of the 24th of November, 1884. The tug was seized by the United States Marshal, but has been released upon bond.

Recent transfers of vessel property, include the tug Ethel J, whole, by W. L. Averill and others to F. Wilkes. Same by F. Wilkes to W. P. Ranney & Son, $3,500. The Onoko, 3-100 by G. W. Jones to Mrs. S. R. Woodruff, $6,000. Southwest, whole, Thomas Axworthy to S. H. Fish, $5,500. S. E. Sheldon, 1-25 and S. P. Ely, 1-25 by George Stone to Henry W. Stone, $2,000. Two Sisters, whole by August Levin to John Adams, $40. Helene ½ by Melissa A. and Sarah A. Peters to J. W. Averill, Jr., $500. John Martin and S. Chamberlain 1-32 of each, by J. C. Fitzpatrick to M. A Bradley and A. Greenly, $2,495.

PORT HURON.

Special to the Marine Record

Captain J. Dix arrived here last night from Kingston, Ont., and is getting his schooner, W. R. Taylor, ready for sailing. The Captain reports the ice from 1½ to 2 feet thick in Kingston harbor, and no prospects of opening until the first of May.

Captain W. H. Buzzard will sail the schooner L. L. Lyon again this season.

The steambarge J. W. Westcott is at Captain Ed. Fitzgerald's derrick, getting her machinery and new boiler placed in her.

Captain David Matterson, of Marine City, will be master of Dunford & Alverson's new schooner, and Geo. McElroy, of this port, is to be the mate.

The Milton D. Ward will run in the spring and fall between Port Huron and Port Austin. In the summer months she will run between Detroit and Toledo. Officers will be as follows: Captain McKay; engineer, Robert McClure; clerk, E. C. Nims; steward, M. Hines.

Wm. Love, of the firm of Love & Schofield, boiler makers of this city, has invented and patented a "feed water-heater," to attach to the tubular boilers, at the back end, on the arch above, made of wrought iron pipe, from 1 inch to 2 inches in diameter, according to the size of the boilers. This will be a great fuel saver, as it will supply the boiler with water at about 200 degrees. We hope soon to give our readers a cut of the heater, which will explain its usefulness more fully.

During the afternoon of the 9th a heavy flood on Black river caused great damage to Seventh street and Military street bridges, and to some of the shipping which were laid up in the river, between those bridges. The Seventh street bridge was badly damaged by the ice and logs, which had formed above it, coming down upon it in the swift current. The barge Dan. Allen, which lay sunk below the bridge, was carried along by the flood, and with her also went the steambarge Burlington, and barge H. F. Church. Military street bridge was swung sufficient only to let the Burlington partly through the north draw, when the Church struck the upper end of the bridge on the south side, and prevented the Burlington from getting through, and the Church then swung right across the river, on top of the Dan Allen, making a dam which caused the water to flood the basements of the houses in the vicinity. The fine new iron bridge at Military street is very badly damaged and will have to be rebuilt. The Dan Allen is being blown to pieces by dynamite, so as to let the water run under the H. F. Church. The Church has sustained considerable damage to her bulwarks, stanchions and rail and her jib-boom has gone and great difficulty will be experienced, and probaby more damage done to her before she can be removed. The Burlington had her bulwarks and stanchions aft, between the main and promenade decks, crushed in.

At Dunford & Alverson's, ship-builders, the J. W. Westcott, owned by R. Holland of Marine city, is in drydock, being fixed up, ready to have her engine and boiler put into her, and a new wheel by Trout, of Buffalo. The barge Sonora, Captain Jas. Van Slyke, has been in drydock and received entire new rail and stanchions on the port side, 8 new strakes of plank outside around her bows some 60 or 70 feet, and calking from the keel up. The barge Joseph, Captain John Little, was in dry dock and had her frames fastened, and re-caiking. She is getting new top sides and new bow. The barges Mattie C. Bell and Rosa Sonsmith received new brick posts and had the upper deck calked. The steam barge, C. M. Green, had her upper deck calked. The following vessels will go into drydock as soon as possible: The barge Saginaw, for calking, a new arch, new keelsons, ceiling and floor and an extra spar; the steamer Massassauga, for a new wheel and general repairs; the barge City of the Straits, for a thorough rebuild, comprising new frames forward and aft, new keelsons, deck beams and deck stanchions and rail and five strakes of new planking outside. W.

CHICAGO.

Special to the Marine Record.

Captain N. Neilson will sail the schooner Mary Collins the coming season.

J. B. Wood, engineer of the steambarge Columbia, arrived here Monday to do some repairs to her boiler and fit out her machinery ready to make a start as soon as navigation opens. The Columbia is loaded with 65,000 bushels of corn, and her consort, the Comrade, with 50,000 bushels of corn.

The Vessel Owners Towing Company will, the coming season, have a thorough wrecking outfit, including divers, etc., and a very powerful, centrifugal pump, 12 inch suction, 10 inch discharge, which will be guaranteed to throw 7,500 gallons per minute.

C. J. Magill, vessel agent, chartered the following vessels on Tuesday: Steamship Onoko, 100,000 bushels of corn to Buffalo, at 3 cents; steamship William Chisholm, 80-, 000 bushels of corn to Buffalo, at 3 cents; steamship City of Cleveland, 80,000 bushels of corn to Buffalo, at 3 cents; schooner Emily B. Maxwell, 24,000 bushels of wheat to Kingston, at 6 cents.

The Chicago Vessel Owners Association has been formed this year upon a stronger and more satisfactory basis than ever before, and Captain Edward Comerford, an excellent sailor man, has been appointed shipping master. The shipping office will be open at once at 53 South Market street. The directors are W. M. Egan, O. B. Mullen, C. W. Elphicke, J. G. Keith, J. L. Higgie, A. G. Van Schaick, Thos. Hood. President, W. M. Egan; Vice President, O. B. Millen; Treasurer, C. W. Elphicke; Executive Committee, J. G. Keith, C. W. Elphicke, J. L. Higgie; Secretary, Wm. Deane; Shipping Master, Captain Edward Comerford.

The steambarge, Charles Rietz, was in, the Chicago Co.'s south side drydock, getting her bottom calked, and a general overhauling; the schooner Skylark, for calking bilges, some new timbers forward and new ceiling; the tug Monitor, for new stern bearing, stern pipe and bottom calking; the tug A. Booth, for calking and painting; schooner Amsden, for new frames and some new plank aft and a new stern post; tug Bob Teed, for new stern bearing. The schooner, Wm. Smith, has had new rail, taffrail and stanchions. The schooner, Orphan Boy, has received new fore and main masts, and the schooner, J. B. Merrill, new fore and mizzen masts.

The schooner, Truman Moss, is in Miller Bros.' dry-dock, getting caulked; the tug, Flossie Thielcke, is getting a new stern and calking; the steam-barge, St. Joseph, is having her stern bearings fixed, and some new plank, and calking: schooner Rockaway is having a general overhauling and recalking; schooner Norman, new covering board, stanchions, rail, keelsons, and calking; schooner Maine, new keelsons, some outside planking, and recalking. The firm are at present employing over one hundred men.

The Lake Michigan & Lake Superior Transportation Company's propeller Peerless will go out of the Chicago Drydock Co.'s west side dock this week. She has been getting new arches 15x20, with an extra leaf aft 4x15, with a strake on the inside, 8x24, from the promenade deck aft and meeting on the keelson and connected by a breast-hook, fastened with ⅞-bolts from outside, clinched inside, one to every square foot. On examination her hull was found in excellent condition and very sound. Edward McGraw, shipjoiner, has given her new bulwarks aft, new engine room, office, steward's office, engineers' and porters' rooms, and ladies' closet, new promenade deck and railings as far as the engine, new stairs and railing leading to the saloon cabin, about eighty feet of new skylights, ten new state rooms, and a new moulding throughout the entire cabin. The dome over the ladies' cabin is glazed with cathedral glass of various colors, which looks very handsome. On the panel, above a very fine new mirror, extending across the entire width of the ladies' cabin aft, is a very fine painting, representing Bayfield, Wis., town and harbor, with the Peerless and other steamboats lying at the dock, also some of the Apostle islands, La Point on Madeline island, and Bass island, a portion of Oak island, Stockton island and Redcliff Point. The panel at the forward end of the cabin represents two golden angels, holding a golden wreath, and surrounded with some splendidly painted flowers of various kinds and hues, and birds and butterflies. The saloon and state rooms are painted white, and decorated with gold, nickel and bronze, and the pannels represent hammered copper, and there are five handsome new chandeliers. When the carpets and furniture have been placed in, the Peerless will have as handsome a saloon cabin as any passenger steamer on the lakes, and will, in every respect, be one of the best and safest. WILLIAMS.

MILWAUKEE.

Special to the Marine Record.

After waiting at Ludington for more than two months for the ice to leave the lake, the propeller F. & P. M., No. 1, left at 4 o'clock on Friday morning the 10th, in tow of the propeller Jay Gould, and arrived here on Saturday morning the 11th, a steam pump kept her free on the trip over, and after it was removed Saturday evening, she was towed to the Milwaukee ship yard to be docked; until she is docked her exact damage will not be known but she is apparently in good shape outside of her upper works; had her rudder not been carried away she could have made Milwaukee unassisted.

The steam barge Daisy Day, the first craft outside of a regular line boat to arrive here for more than three months came in Saturday morning, the 11th, from Ahnapee, with a cargo of wheat, she will now continue to make regular trips. The propeller F. & P. M. No. 2 from Ludington was the only other arrival here on Saturday the 11th. Captain Duddleson saw no ice in crossing the lake.

At last accounts the propeller Oneida was in the ice four miles from Grand Haven with the tug Arctic working to get her into the harbor.

Wolf & Davidson's ship yard has presented an unusually lively appearance for the past five or six weeks. They are engaged in putting new decks and upper works on the revenue cutter Andy Johnson, and have recalked the topsides and decks of the steambarge Minnesota; topsides of the steambarge Monohansett; part of the decks of the steambarge Merrimac; topsides and decks of the tow barge Massasoit. Topsides and part of the decks of the tow barge Metacomet, of the I. O. T. Co.'s line. Commodore Ricketson and Superintendent Wm. Donahoe of that line know how to keep good vessels in shape. At Wolf & Davidsons' the scow Becker is in the dry dock having her bottom calked; the scow J. B. Prime is on the boxes being sheathed over and recalked. The tug Henry S. Sill is being thoroughly rebuilt, and the fishing tug Emma Dwyer is getting some new frames and planks, and recalking. The schooner Lake Forrest will have her topsides recalked this week, and the steambarges Wm. H. Barnum, Minneapolis, and Colin Campbell in their respective turns will go into dry dock for repairs, after which the Andy Johnson will be docked to have her topsides and bottom recalked.

At the Milwaukee Ship Yard Company's yard, aside from the F. & P. M., No. 1, they are making some repairs to the small schooners Active and Ironsides.

The steambarges, some of them, begin to show signs of life, captains and engineers arriving, fitting out, etc., notably the I. O. F. Co.'s barges Jim Sherriffs, Philetus Sawyer; and R. P. Fitzgerald's line Ballentine and Barnum.

Well I will close for this time and arm myself with a new quill for the next onslaught. G. Q.

Vesselmen

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MARITIME LAW.

LIBEL IN REM—INJURY TO PASSENGER—INSUFFICIENT LIGHT ON EXCURSION BOAT.

United States District Court, Maryland, Feby. 9, 1885.

In Admiralty.

Morris, J.

This is a libel *in rem* instituted by a passenger who received injuries from falling down a stairway on the steamboat Pilot Boy while on an evening excursion from Baltimore to Keller's Pavilion in June, 1884.

There is some conflict of testimony with regard to whether or not the libelant was under the influence of drink at the time of the accident.

I take it that even on such an excursion as this, and with a bar on board, the presumption still remains that the excursionist was sober and aided by that presumption, I think the weight of evidence is decidedly with the libelant.

The account given by the libelant and his companion of what they had done during the afternoon and while on board is quite inconsistent with his having had enough drink to effect his conduct or his care for his own safety. I find the fact to be that the libelant was sober.

On the Pilot Boy there is on the forward part of the main deck a structure, in the centre of the ship, containing on one side a doorway and stairs leading up to the upper deck and on the opposite side containing a doorway and stairs leading down to the hold There is across the whole deck and extending from each side of this structure to the port and starboard edges of the boat a partition or bulkhead with an entrance door on each side. Directly by the entrance door on the side, there is the doorway and stairs ascending to the upper deck and similarly placed directly by the entrance dock on the starboard side there is the doorway and stairs decending into the hold.

The account of the accident given by the libelant is that he was coming from the stern of the boat, along the starboard alley-way, intending to go up again to the upper deck, where he had before been sitting, and thinking that the stairs on both sides lead to the upped deck, he stepped into the starboard doorway, which was open, and the place being entirely dark and not finding the ascending steps, he fell down to the bottom of the steep decending stairs and was injured.

It is admitted that the door was fastened open, and, unquestionably, if the opening was not sufficiently lighted, it was in that location a dangerous opening, so that, I think the case turns in great measure on the question whether the lighting was sufficient for such a place on an excursion boat.

There was a bright light with a reflector fastened against the aftermost side of the structure and in the centre of the boat. But this was not against the side of the structure in which this doorway was but at right angles with it and around the corner from it. Obviously this light did not serve to illuminate the doorway in question.

There were lights in the bar some distance aft, and on the opposite side of the alley-way which ran fore and aft, and there was a light of some sort on the opposite side of the alley-way say eight to ten feet distant from the door way, but not placed directly opposite to it.

There is a conflict of testimony as to whether there was a light in the hold at the foot of the stairs.

The libelant says there was no light at all in the hold. The witnesses of the steamboat say that there was usually placed on a bench near the foot of the stairs a small light for the use of the firemen who were obliged to use this stairway and who were the only persons entitled to use it.

If this light was there, it was such a light as would very dimly illuminate the stairway, and as there was no fixed place for it, it may have been placed well toward the after end of the bench.

Since the hearing I have visited the steamboat and feel quite sure that I now understand the location of the stair and its surroundings.

It is plain that from its position an ordinary passenger might in the night time readily suppose that this doorway was an opening leading to the upper deck, and the question to be determined is, was the lighting sufficent to warn a person of ordinary prudence, who was acting under that reasonable impression, what its real character was in time to prevent his stepping into it.

Undoutedly it was lighted sufficiently for men accustomed to the boat, for they knew its real character and would need but very little lights, but I take the law to be that owners of excursion boats carrying pleasure seekers on a excursion are bound to guard against the natural mistakes of such passengers. The law is that carriers of passengers are not liable if injuries happen from sheer accident or misfortune where there negligence or fault or where no reasonable caution, foresight or judgment would have prevented the injury, but the carrier isliable for the smallest negligence of himself or his servants.

I think it was a natural mistake for any landsman to make to suppose that this opening lead to the upper deck, and I think, that when it was left open, the lighting should have been sufficient to give instant warning to such a person of his mistake. For a boat carrying a crowd of excursionists at night I do not think the lights on the main deck were sufficient to give such warning, and I do not think the dim light placed on the bench in the hold near the foot of the stairs made them sufficient. There should have been a good light inside the opening, placed high enough to catch they eye of the passenger as soon as he faced the opening.

It may be said that in a narrow opening, with steps leading directly down and with the ascending steps from the opposite side, close over head and inclining toward the opening, such lighting would be difficult. This may be so, I can appreciate the difficulty, and, no doubt, the safer and better plan would be to have some obstruction across the doorway to check any one attempting to enter.

The boat's officers state that the door must be kept fastened open to give ventilation to the firemen in the hold, and this being so, the surest precaution against the dangerous mistakes of excursionists at night would seem to be to put some physical obstruction across it, and this would be more effectual than any amount of lighting.

I have heard and considered with attention the testimony of the experienced steamboat men who were called as experts, and who testified that in their judgment the precautions used were sufficient, and in holding that they were not. I do not, of course, mean to assume that the court by any sort of judicial legislation may declare that steamboats must be constructed and furnished according to plans which the court may think most judicious, but I do consider that the testimony of nautical men as to what is sufficient to prevent such accidents must be received with some allowance, for this reason, that it is difficult for seafaring men to comprehend how stupid an ordinary landsman or excursionist is with regard to the construction of a boat and how liable he is to become confused with regard to the location of the stairway leading from one deck to another.

Now, with respect to a boat used for night excursions and particularly one which has a bar on board and is intended for more or less merrymaking, the rules of law governing carriers of passengers should not be relaxed, and they should be required to guard against the natural and general ignorance and mistakes of those they invite on board as passengers.

In this case, as the neglect for which I pronounce the steamboat in fault is not one of gross or wilful negligence, the recovery should be strictly confined to a reasonable compensation. The libelant proved no actual loss of earnings or expenditures for medical attendance. He was laid up in the City Hospital nine weeks and was on crutches two months, say eighteen weeks in all.

A decree may be drawn for three hundred dollars ($300) and costs.

GENERAL NEWS.

The schooner Fleeting has been sold at Chicago.

Ice in the lake at Pentwater, Mich. measured forty-two inches thick last week.

The steamer Myrtle, which sank near Wiarton, Ont., some time ago has been raised. Repairs are now being made upon her stern port and upper works, to which her injuries were confined.

The old Northern Transportation company's shipyard at Ogdensburg is under new management, and furnishes employment to about fifty men. The barges Melbourne and Middlesex of the Nipigon's tow, are now being overhauling at that yard.

The crossing on the ice in the straits of Mackinaw last week was better than it has been the past winter, a heavy rain, which melted the surface snow, having been followed by severe frosts.

A gentleman in an interview with a reporter of the Buffalo Commercial Advertiser a day or two ago, referred to old timers and veterans in the government steamboat inspection service. Among the number mentioned by him was John E. Lee of this city, who was appointed January 2, 1856, and resigned April 1, 1884.

Wilson's line of freight boats have a contract with the Minnesota Iron Co., to transport all the latter's iron ore to Cleveland. Terms are private, though probably very close to $1.25. There are on the dumps of the company at Tower some 65 000 tons of ore and this amount will be increased to 90,000 tons by the opening or navigation.

Work at the Ashland ore dock is remarkably active just at present. Nearly 100 bents have been raised in the last two weeks on the lower work alone, representing about 600,000 feet of timber, the upper work is also taking great strides forward; it is expected two weeks more will finish all the work on the ice.—*Duluth News.*

Dissatisfaction still continues among the Delaware and Hudson canal boatmen. Few boats will go up the canal to morrow unless rates are restored to seventy cents. It was rumored this evening that the men would be offered seventy cents a ton until August and sixty-five cents till the end of the season on the Roundout division, but the rumor was unfounded. The boatmen will accept such terms if offered.

The following steamers which have been lying at Alexandria Bay during the winter will soon begin to fitout for the coming season; Island Wanderer, R. P. Flower, Jessie N. Pemonia, Lizzie, Island Chief, Minnie, Ellen Spry, Nina, Clarence, Fairy, Mamie C. Wauwinett, Lucille, Summerland, James Wood, Sport, W. B. Franklin and Victorine.

A Liverpool commercial journal says the probable requirements of the government for a large number of steamers to carry reinforcements and stores to Egypt will give an upward tendency to freights generally, and support the pretensions of owners having tonnage at San Francisco in demanding higher rates. An advance in freights must of necessity enhance the price of wheat, and at present negotiations point to higher prices in the future.

FREIGHT prospects are brightening with each week, and the fact that the railroads at Chicago have just raised their rates 20 cents per hundred, the first time on record at this season, proves conclusively that the lake carriers will come out of the woods this year, and it will probably be demonstrated that there is not too much good tonnage on the lakes. Good boats, running wild, will be in demand.

Albany dispatches contain the certificate of an elevator company organized by canal boatmen to compete with the "elevator rings" at New York and at Buffalo, which was filed with the secretary of state. The capital is only seventy-five thousand dollars. Canal boatmen have investments in boats and animals for towing. But they have the good will of the community in their struggle against the "elevator rings." The assembly (by a majority or one vote) has refused to intervene with legislation. But the facts which have been spread before the people have made a profound impression favorable to the boatmen's cause. The injustice of organizing all the grain elevators at Buffalo into a "ring," shutting up two-thirds of them and fixing rates for the work done by the other third, to pay a heavy dividend on the whole, is monstrous, and every honest endeavor to break up such a "ring" and subject the rates to fair compensation deserves sympathy and encouragement.

J. W. Hall, the MARINE RECORD Detroit correspondent and one of the oldest on the chain of lakes, writes as follows, to Andrew Hackett, concerning the opening of navigation on the Detroit river from 1854 to 1859: Navigation opened in 1854 on March 12st, when the steamer May Queen, Captain Viger, left Detroit for Cleveland; in 1855, the steamer Arrow, Captain Keith, left on April 2nd, for Toledo; the May Queen for Cleveland and Arrow for Toledo on April 15th, 1856. In 1857 the steamer Ocean, Captain R. G. Evans, left for Cleveland on March 24th; in 1858, the steamer Dart, Captain Selah Dustan, left for Toledo on March 17th and in 1859, the steamer Island Queen, Captain Orr, sailed for Sandusky on March 10th. The steamer General Scott, on March 3rd, in 1848 left for Buffalo. In 1843 navigation opened on April 18th, the steamer Fairport, Captain Arthur Edwards, left Detroit for Cleveland.

DETROIT AND WINDSOR FERRY.

Special Correspondence Marine Record:

DETROIT, April 13.

In 1825 D. C. McKinstry and Captain John Burtiss brought from Cleveland a scow constructed craft to Detroit which was propelled by horses, and called the Olive Branch, for the purpose of transporting "passengers, wagons, horses, cattle, etc., across the Detroit river." Her landing on the American side was at Dorr & Jones' dock, and on the Canada side at a wharf, built by McKinstry & Burtiss, directly opposite. Prior to this period the traffic on the above thoroughfare was traversed by small boats and scows, the latter for teams and passengers as well, the former for passengers exclusively and light freight. This mode of conveyance continued until 1830 when Captain Burtiss had constructed a steamer, called the Argo, the hull being a large dug-out or canoe, which was severed in twain, fore and aft, spread apart and decked over, with side wheels. Shadrack Jenkins was the builder. She continued to ply until 1834 when a rival made her appearance, called the Lady of the Lake. The Argo fell into the hands of Louis Davenport in 1832, who became sole owner, and in 1836 bought out the United, a craft of 71 tons burden and high pressure. Her exhaust had such a peculiar sound as to be heard for miles, in clear weather. The United continued on the route until 1853, when she was converted into a wood barge by enlarging, and served as such until 1879 when she was sunk by collision near St. Clair Flats after having been forty-three years afloat. During her term she had various masters, among whom may be mentioned Captains L. Davenport, W. Clinton and J. B. Baker. In 1842 the Alliance came on the route, and after a few years her name was changed to Undine. During her career she was commanded by Captains John Sloss and Tom Chilvers respectively.

The Argo No. 2, came on the route in 1843. Not long afterward she exploded, killing her master, Captain Foster and several others. After reconstruction she was for several years commanded by Captain W. Clinton, father of Captain W. R. Clinton, at present master of the Victoria, and afterward by Captain James Fobes until 1872, when she was taken off the route after twenty-four years service. In 1852 Dr. Russell, of Detroit, had built the Ottawa, of 300 tons burden, which was first sailed by Captain W. R. Clinton and afterward by Captain A. H. Mills. She was subsequently sold to parties at Toledo where she also served as a ferry and there spent the residue of her days.

The side wheel steamer Gem was built for W. P. Campbell, of Detroit, in 1856, and after plying for a short time between Detroit and Gibraltar was placed on the ferry. She was only 50 tons burden and was of less size than nearly all others which had preceded her on the route. Captain J. B. Goodsell first commanded her and afterwards Captain Tom Chilvers. For a brief time prior to this period the Mohawk had been engaged, sailed by Captain Chilvers. She had something of a history. She was built at Kingston in 1842, of iron, for Her Majesty's service as a lake revenue steamer on the lakes. She was finally changed to a passenger boat, and was lost on Lake Huron in 1868. While serving as a ferry boat Captain Chilvers sailed her. The Windsor was also built in 1856 by Dr. Russell, of 223 tons burden, and commanded by Captain W. R. Clinton. During the early part of the season of 1866 she was employed by the Detroit & Milwaukee Railroad Company for the purpose of conveying passengers and freight to and from Windsor. On the morning of April 23, in that year she took fire, and thirty lives were lost. She was so badly damaged in hull and machinery as to render her unfit for further service as a ferry boat. Subsequently she was rebuilt, the machinery taken out and the hull made a tow barge, and finally was taken to Lake Michigan.

The Essex was built in 1859 at Walkerville, above Windsor, by the Messrs. Jenkins, and owned by them. She plied for several years commanded by Captain George Jenkins. Owing to strong competition she was laid up for a time, but later on, again resumed the route. This did not last long, however, as others came on which far excelled her in style and accommodations, and her owners retired her altogether. She lay submerged at Walkerville for some time, and finally was purchased by parties on the river St. Clair, and taken there to ferry between Courtwright and St. Clair.

There were other boats which for transient periods served on the route, including the Olive Branch, which was built for other purposes. The Detroit was built at Algonac for W. P. Campbell, of Detroit, in 1864, and was first commanded by Captain Tom Chilvers and afterwards by Walter E. Campbell, and

was retired in 1875. In September of that year she took fire at Sandwich and become a total loss; valued at $7,000. The Hope was built and came on the route in 1870, owned by George N. Brady and Captain W. R. Clinton, sailed by the latter gentleman, and is yet plying.

Up to this period all of the above boats were of the side wheel order, and during severe winter weather were incapable of forcing a passage through ice and consequently at intervals were compelled to lay up. Early in the year 1872 Captain W. R. Clinton designed and modeled a boat which, as he expressed it, "would go through and over ice, irrespective of thickness," to be propelled by a screw wheel, which expectations were in due course of time realized to his entire satisfaction. She came out that year, sailed by Captain Clinton, and has been without a change of masters ever since. As a ferry steamer she is a perfect success and of remarkable speed. Thus far, during her career ice has been no impediment to her, whatever, and not unfrequently has she gone to the relief of the large railway steamers when ice-bound. The Hope, since she came out, has also been changed to a screw boat. The Victoria cost about $25,000, and is 192 tons burden. W.P.Campbell had built a boat in 1875, named the Fortune, 199 tons, and at a cost of $25,000. She was gotten up much after the design of the Victoria, and the style of architecture but slightly varied from.

About this period of ferry history there became incorporated what was afterward known as the Detroit and Windsor Ferry Company, which has since and is now continued.

In 1876 the Excelsior, of 229 tons, came out, and the Garland in 1880, of 246 tons. Including the Victoria all of the last named boats were built by the Detroit Drydock Company, the Fortune, Excelsior, and Garland, and have been commanded by Captains W. E. Campbell, W. L. Horn, George Horn and others, the names of whom we have not at hand.

The above incorporation has at present five steamers, which in point of superiority and accommodations are not surpassed any where in the world, and their management needs no improvement. During the pleasant season of the year three boats are kept constantly on the move, conveying excursionists to various pleasure resorts. The passenger capacity varies from 500 to 1,000 passengers and during midsummer from 15,000 to 20,000 are moved daily. The officers in charge are of the strictest, gentlemanly deportment, and spare no pains in caring for all who travel over this important thoroughfare. The route has not been in times past without opposition, but in each instance was trivial and of short duration. The last to make the effort was the Erie Belle, in the winter of 1878 or '79.

Of the old masters and owners several have gone to their rest. Captain Thomas Chilvers, who was notably eccentric in his way, died at Windsor in 1871, aged 59 years. Captain James Forbes, a genial and accommodating ferryman, died in 1874, aged 72. W. P. Campbell, a long time ferry owner, died in 1884, aged 75, besides others which we do not now note. J. W. H.

NAUTICAL NOTES.

Tug captains are abundant this spring, but good positions are very scarce.

The tug war is still booming, and it will probably be continued through the season.

The first trade organization that allows its members to rate their own wages is that of the Marine engineers.

It is thought that the insurance on the steamer Michigan will aggregate $115,000, and that all the policies are in Detroit.

The total number of merchants vessels in the world is 53,157, the number of steamers among them being 8,433. England owns 15,384 of the sailing ships and 6,090 steamers.

We congratulate the MARINE RECORD, of this city, upon its recent appointment as one of the official papers of the War Department. The RECORD is a most excellent paper.—*Iron Trade Review.*

We understand from the general manager of the Collingwood line steamers that their boats will run upon the old route as usual, with perhaps some slight alterations, as it is likely the Campana and City of Owen Sound will go down to Duluth, and the Francis Smith take all the north shore ports.—*Ex.*

Dunbar's drill, Far Down, in which the proprietor has recently placed a new steam boiler, (purchased in Buffalo), as well as putting new sides and deck, is about ready for business. The dredge, Wild Irishman, which has been undergoing a general overhauling, during the past winter, is also ready to commence work. It is expected operations on the Limekiln crossing will commence in a few days, perhaps the first of the week. The drill was launched on Wednesday, and the familiar sound of the Shaughraun's whistle was again heard.

A fast steam yacht is being built at Ogdensburg, which, according to all reports, will be a troubler to river crafts this summer. It will be called the Nervana, and will have the following dimensions: Length of keel, 72 feet; length over all, 83 feet; beam, 13 feet; hold, 6 feet; draft, forward 3 feet; aft, 5 feet. She will be provided with a grand saloon 13x14 feet, finished in mahogany panels, a dining room 11x10, kitchen 10x6, and three state rooms, each 7x6½ feet. She will be schooner rigged, with two spars, steel boiler and a powerful single engine.—*On the St. Lawrence.*

The Oswego tug men met at the office of J. K Post & Co., for the purpose of forming an association. They organized by electing the following officers: President, George Cozzens; secretary and treasurer, John K. Post; collector, Thomas Crimmins. The tugs in the association are the Ferris, Navagh, Dana, Lyon, Avery, May Queen, Redford, Cummings and Morey. The Jason Parker is not yet finished and it is not decided whether she will go into association or not. The tug Dana is at Cheboygan and it is not settled whether she will be brought back here. At present it is not known that there will be any change in the appointments of captains of the different tugs.

Mr. J. S. Dunham has commenced suit in the Superior Court against William Jarni and Charles Friss, of Waukegan, to recover $1,500 damages. Some two months ago the defendants offered to purchase the tug Flossie Thielcke from Mr. Dunham, and as an evidence of good faith they signed an agreement to take her at a fixed price. Subsequently they refused to purchase the Thielcke, and instead they paid $4 400 for the tug Annie L. Smith. When Mr. Dunham heard of this breach of their contract he immediately began suit against the pair and attached the Smith. Yesterday the latter boat was bonded, and she will proceed to Waukegan to-day. Her new owners want her for fishing purposes.

OFFICIAL NUMBERS AND SIGNAL LETTERS.

TREASURY DEP'T, BUREAU OF NAVIGATION, April 8, 1885.

To the Editor of the Marine Record:

Following is a list of merchant vessels of the Untied States to which official numbers and signal letters were assigned by the Bureau of Navigation, Treasury Department, during the week ended April 4, 1885:

Official Number.	Name of Vessel.	Rig.	Signal Letters.	Tonnage. Gross.	Tonnage. Net.	Home Port.
126,280	Carrie Haley,	Sc.	.....	13 90	13.21	Mauricetown. N. J
126,282	Champion,	Sc.	.....	8 54	8.11	Hampton, Va.
135,830	Ellen Burr,	Sl.	.....	21.12	20.07	Merrick, N. Y.
85,876	Grace R.,	.....	.....	13 51	12.83	Jacksonville, Fla.
95,841	H K. Mulford,	Sl.	.....	16 81	15.97	Bridgeton, N J.
155 111	Ondina,	Sl.	.....	33 64	31.96	San Francisco, Cal.
110,664	Revel,	Sc.	.....	20.64	19 61	Key West, Fla.
161,536	Walter,	Sc.	.....	6 24	5 93	Galveston, Tex.
81,007	Victorine,	Sl.	.....	9 21	8 75	do
126,281	Cumberland,	St. p.	K C W L	1605 82	1188.46	do
135,831	Edna,	St. s.	.....	33.34	23 04	Eastport, Me.
76,561	John Smith,	St. p.	.....	18 15	13.61	Baltimore, Md.
70,562	J. L. Wayland,	St s	.....	13 53	6 76	Nashville, Tenn.
91,750	Mistletoe,	St. s.	.....	25 37	15.13	Vermilion, Ohio
91,751	Mattie Florence,	St. p.	.....	13 08	13 08	Norwalk, Fla.
110,605	Relief,	St. s.	.....	81.82	40 91	Memphis, Tenn.
116,040	Stiletto,	St. y.	K C W J	45 56	22.78	New Orleans, La.
35478	Dingler,	Barge	.....	551.75	525.06	Bristol, R. I.

JARVIS PATTEN, Commissioner.

ESTABLISHMENT OF A MARITIME COURT.

In the growth of maritime business at Port Arthur disputes have arisen which made it important to have a maritime court established here. Cases arising out of such disputes have had to be sent to Sarnia, Owen Sound, Toronto, or some other distant place for settlement, in consequence of there being no provision for their adjustment here. The matter has been represented to the Dominion Government, who have, as the following letter indicates, decided to remove the grievence and establish a court here. The recognition of Port Arthur's pre-eminence on this lake that is implied in the action of the Government will be pleasing to our friends who are interested in Port Arthur's growth. Port Arthur is now virtually the capital of Algoma and the centre of the judicial system for the western half of the district, besides being the lake terminus of the C. P. R., and the headquarters of rapidly growing mining industry:

TORONTO, 22nd March, 1885.

Dear Sirs—

I am in receipt of your letter of the 14th inst., and am happy to say that the Government has consented to extend the jurisdiction of the maritime court to Algoma, and that arrangements for the exercise of that jurisdiction, at Port Arthur, will soon be made. Yours very truly,

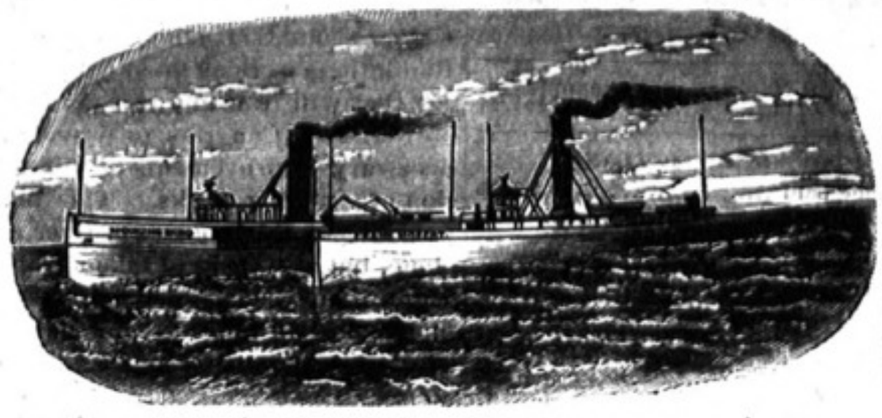
S. J. Dawson.

A. R. Lewis, Esq., Port Arthur.

The remaining correspondence on the subject between Mr. Lewis and Mr. Dawson has been shown us, and Mr. Lewis deserves credit in conjunction with Mr. Dawson for having stirred the matter up and obtained the concession of what is certainly an act of justice towards our growing interests.—*Port Arthur Sentinel.*

MOFFAT TUG LINE.

TUGS. MOCKING BIRD, JOHN MARTIN, FRANK MOFFAT,



TUGS. ADMIRAL PORTER, KITTIE HAIGHT, RIVER QUEEN.

WRECKING AND RAFT TOWING A SPECIALTY.

Steam Pumps, Hawsers and Divers to Let.

JOHN CORNWALL, Supt., Port Huron, Mich.

A. N. MOFFAT, Prest., Ft. of Shelby-st., Detroit, Mich

VESSEL OWNERS AND AGENTS.

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Vessel Agent.
ROOM 11, 130 WATER STREET,
CHEVELAND, OHIO.

H. J. WEBB & CO.,
Ship Brokers, Vessel Owners and Agents.
[ESTABLISHED IN 1856.]
H. J. WEBB & Co., will charter Vessels for Lake Trade. Special attention given to Chartering Vessels in the Lake Superior Iron Ore Trade, both for the season and single trip.
ARCADE BUILDING, 101 ST. CLAIR ST., Cleveland, Ohio.
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MANAGING OWNER
Wilson's Transit Line.
Gen. Forwarder. Freight and Vessel Agent.
CLEVELAND, O.

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Vessel Owners & Agents,
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ALEX McDOUGALL,
VESSEL AGENT AND BROKER,
DULUTH.
Owners and masters of vessels wishing to get cargoes of grain from this port will do well to confer with me. Will be glad to furnish information in regard to cargoes, also in relation to docks, depth of water, etc., at **Duluth, Agate Bay** (new iron ore port), **Port Arthur, Washburn, Ashland,** and all points near the west end of Lake Superior. Good gangs of men furnished on short notice for trimming cargoes of grain, loading and unloading all kinds of freight.

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Late Gen. Ag't for Collingwood Line of Steamers
Special Attention Paid to Chartering Vessels.

MARINE INSURANCE AGENTS.

W. B. SCOTT & SON,
Fire and Marine Insurance Agents and Vessel Brokers.
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Office, 130 South Water-St., Cleveland, O.

PROCTORS IN ADMIRALTY.

ROBERT RAE,
Admiralty and Insurance Law Office,
Room 37, Merchants' building, CHICAGO, ILL.

J. A. OSBORNE,
Attorney, Proctor & Advocate,
ROOM 6, 190 SUPERIOR ST.,
CLEVELAND, OHIO.

LAKE SHORE & MICHIGAN SOUTHERN.

Commencing Sunday, May 11, 1884, at 12 o'clock noon the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper:

Eastward.	Arrive	Depart.
No 4, Fast Limited Express.....	*1 10 A M	*1 25 A M
No 8, N Y, B & A Express.....	*6 35 A M	*7 00 A M
No 26, Elyria Accommodation.....	†8 05 A M	.....
No 35, Buffalo Ac'm via Sandusky	†10 35 A M	†10 50 A M
No 35, Toledo Accom via Norwalk	†10 35 A M	†10 50 A M
No 12, N Y & B Fast Express.....	*1 55 P M	*2 25 P M
No 14, Special N Y & Bos Expres	.....	5 00 P M
No 2, Night Ex via Norwalk.....	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky...	†9 42 P M	.....
No 26, Conneaut Accommodation	†4 25 P M	.....
Westward.	**Arrive.**	**Depart.**
No 1, Fast Limited Express.....	*11 55 A M	*12 05 A M
No 23, Mich Express via Sandusky	*2 15 A M	*2 35 A M
No 3, Chicago Express via " ..	§6 05 A M	6 30 A M
No 25, Mich Accom Norwalk.....	.....	†6 10 A M
No 21, Toledo Ex via Norwalk...	†12 50 P M	†3 20 P M
No 5, St Louis Ex via Sandusky..	†12 05 P M	12 50 P M
No 9, Chi Pac Fx via Norwalk.....	*6 10 P M	*6 40 P M
No 31, Elyria ac to Elyria only...	.....	†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	.....

Sunday train for Nottingham—Depart 8:30 a. m. and 1:45 p. m.; returning, leave Nottingham at 9:05 a. m. and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, § daily, except Monday.

For full information as to trains and connections apply at the new city ticket office, corner Seneca and St. Clair streets, Lake Shore block.

The Nickel Plate!

NEW YORK, CHICAGO & ST. LOUIS RAILWAY.

The passenger equipment of this New Trunk Line is all new and is supplied with the latest appliances necessary to safe speedy and comfortable travel.

Trains leave and arrive at the Union Depot, Van Buren street, Chicago, and N Y, L E & W R'y depot at Buffalo.

Following is the time in effect March 22, 1885, and until further notice:

GOING EAST.	LV.	AR	GOING WEST.
			P. M.
.....	7 50 A. M.	Chicago	7 50 .....
.....	9 50	Valparaiso	5 42 .....
	P. M.		
.....	1 50	Fort Wayne	2 16 .....
.....	2 05	New Haven	1 35 .....
			A. M.
.....	3 48	Leipsic	11 36 .....
.....	4 46	Arcadia	10 35 .....
A. M.			P. M
6 50	5 00	Fostoria	10 22 8 50
7 35	5 45	Green Springs	9 44 8 05
8 15	6 20	Bellevue	9 20 7 40
10 45	9 02	AR. Cleveland Lv	6 45 4 51
11 55	.....	Painesville	..... 3 34
P. M.			
12 44	.....	Ashtabula	..... 2 43
1 14	.....	Conneaut	..... 2 13
2 33	.....	Erie	..... 12 50
			A. M
4 09	.....	Dunkirk	..... 11 16
			A. M.
5 45	.....	AR. Buffalo Lv.	..... 9 40

ROCKY RIVER ACCOMMODATION.
Depart—7:45 a. m., 1:35 p. m.

EUCLID AVENUE ACCOMMODATION.
Depart—6 24 a. m, 9:10 a. m,. 5:05 p. m.
All trains daily except Sunday.

Through tickets to all points are on sale at principal offices of the company at LOWEST RATES for any class of tickets desired. Baggage checked to destination.

For information, call on nearest agent of the Company, or address

B. F. HORNER, Gen'l Passenger Agent,

LEWIS WILLIAMS, General Manager. Cleveland, O.

BEE LINE.

CLEVELAND, COLUMBUS, CINCINNATI & INDIANAPOLIS.

Commencing Sunday, November 23, 1884, trains of the Bee Line—Cleveland, Columbus, Cincinnati & Indianapolis Railway—will leave and arrive at Cleveland as follows, CENTRAL STANDARD TIME, 33 minutes slower than Cleveland time:

	Depart
No. 3, Columbus, Cincinnati & Ind Ex.....	9:00 A M
No. 23, Galion & Wheeling Express.....	6:50 A M
No. 9, Col., Cin., Ind & St. Louis Ex.....	*6:50 P M
No. 5, Col. Cin., Ind. & St. Louis Express...	*12 25 P M
No. 27, Galion & C.I. & W. Acc.....	3:30 P M
No. 29, Massillon & Ulrichsville Ex.....	4.30 P M
	Arrive.
No. 8, Col, Cin, Ind. & St. Louis Exp.....	*6:40 A M
No. 20, Ulrichsville & Massillon Ex.....	8:55 A M
No. 2, Col. Cin. & Indianapolis Express.....	9:50 P M
No. 14, St. Louis, Ind., Cin. & Col. Ex.....	*4:45 P M
No. 22, Galion Acc.....	9:20 A M
No. 26, Wheeling Accom	4:15 P M
No. 4, Col., Cin & N. Y. Express.....	1:5 A M

Trains marked * daily, all other trains daily except Sunday

E. B. THOMAS, General Manager. O. B. SKINNER, Traffic Manager.

A. J. SMITH, General Passenger Agt., CLEVELAND, OHIO.

The Marine Record.

Published Every Thursday at 144 Superior Street, [Leader Building.]

A. A. POMEROY, Editor and Proprietor.

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Six months, postage paid..... 1.00
Invariably in advance.

Subscriptions will be continued until ordered stopped by a written order, or at the publication office.

The MARINE RECORD can be found for sale by the following news dealers.:

CLEVELAND, OHIO.—G F Bowman, corner of Pearl and Detroit, streets.

CHICAGO, ILL.—Joseph Gray, No. 9 West Randolph street.

BUFFALO, N. Y.—C. Rehmer, Michigan stree Swing Bridge.

DULUTH, MINN.—C. F. Johnson, 117 West Superior street.

ESCANABA, MICH.—William Godley.

MANISTEE, MICH.—J. E. Somerville.

Articles, letters and queries on all subjects are solicited.

ADVERTISING RATES MADE KNOWN ON APPLICATION.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, OHIO, THURSDAY, APRIL 16.

NEW GRAIN ELEVATING COMPANY.

The canal boatmen of New York, having suffered the evils of the grain elevating monopoly at New York and Buffalo until it has ceased to be a virtue, have organized for protection and formed a company, to be known as the State Protection Grain Elevating Company. The company purposes building floating elevators in New York City and good tower elevators in Buffalo. It is the intention of the new company, although the capital stock is limited, to make the terminal rates for elevating in New York harbor just one-half of those now charged by the old elevators, $9.75 per 1000 bushels instead of $19.50, and at Buffalo the charge on grain will be ¼c. Vessels and canal boats will pay the same price for trimming as heretofore. This action of the boatmen will be highly appreciated by all people interested in lake traffic, and should be carried to a successful issue. Although every move made in this direction, previous to this time, has proved abortive, for the reason that every new venture has been acquired by the old combination of elevators in a short time, it is to be hoped that in this instance there will be a decisive and honest effort to defeat this end; that the certificate of incorporation will contain legal barriers which will make it impossible for the old clique to acquire any interest in the management of the new company. But as it is possible that this course can be defeated by the elevator ring and the new company flanked out of position, it will be well to direct attention to the fact that the Supreme Court has decided that State legislatures have jurisdiction over, and power to regulate, extortionate charges of warehouses, and suggest the propriety of preferring charges of extortion against the elevator ring with power sufficient to enforce proper and necessary relief. It has been demonstrated that in the average price of corn the elevator people realize nearly 50 per cent. of the value, while on oats the tariff is nearly 60 per cent., and when we consider the diverse interests engaged in handling grain, the shipper, carrier, owner and master of the vessel and the crew, the broker and trimmer, it will be seen that there is not much value to be realized by the producer, the independent farmer, who has been advised to sell his grain at any price to save it from the ravages of rats and mice. The lower the price of wheat goes the larger the proportion taken from the producer and carrier by the elevator tariff, and not content with this a system of shortage is periodically inaugurated in order to get as near 100 per cent. as possible. The time is ripe for the change outlined by the State Protection Grain Elevating Company.

WM. SMITH, Deputy Minister of Marine, Canada, gives notice that the first chapter of the Georgian Bay and North Channel Pilot, containing sailing directions from Cabal Head to Cape Smith and entrance to Georgian Bay, written by Staff Commander J. G. Boulton, R. N., and published by the Department of Marine, Ottawa, can be obtained from collectors of customs at Midland, Collingwood and Owen Sound, as well as from the deputy minister of marine at Ottawa. The new chart of the same locality will probably be ready for distribution during the summer. The admiralty charts of Bayfield's survey of the Georgian Bay and North Channel, with shoals recently located thereon, can also be obtained on application to Mr. Wm. Smith, Deputy Minister of Marine, Ottawa, Canada.

WESTERN WATERWAYS.

A convention in the interest of Western waterways, the Mississippi river and its tributaries, has been in session in New Orleans, at which about 800 delegates were present. Resolutions were adopted defining the damage that will result by reason of the neglect of the 48th Congress to provide funds for necessary improvements or for the protection of existing works. This matter does not concern the interests of river navigation alone, but also those of lake navigation, and as the domestic commerce of the country is more than six times greater than our foreign commerce, a wasteful tax, enormous in amount, is being levied by way of insurance, demurrage, risks and repairs, caused by sand bars, insufficient depth of water, and other obstacles to easy and safe navigation, which calls for earnest attention on the part of our lake men, and action should be taken to secure the immediate application of unexpended balances to the credit of the rivers and harbors. The last Congress has no tenable reason for its dilatory action in this important matter, for the reason that it wasted away the early days of the session, actually doing nothing of moment, and endeavored to crowd into the last days of the session all the important legislation, the result being that the most urgent work it had to do was defeated for lack of time. We can not but consider that this has been done in the interest of jobbers, and trust that the constituents of the lake shore members will rebuke them in the great American way.

IT is reported that agents of the Russian government are at Philadelphia, negotiating for the purchase of American built boats, and measures are being taken in all the eastern shipyards looking toward an unusual activity. It is said that unless this government accepts the dispatch boat, Dolphin, recently constructed by John Roach, it will fall into the hands of the Russian agents.

THE HULL TARIFF.

As soon as an agreement was made between the Continental Company and the other pool companies, the circular containing the tariff agreed upon was issued. Agents at Buffalo have mailed copies to subagents and other interested parties in the confidence of the companies. Following is the schedule, giving season rates for 1885:

VALUATION IN POLICY.....	100,000 & over	75,000 and under 100,000	50,000 and under 75,000	25,000 and under 50,000	15,000 and under 25,000	10,000 and under 15,000	5,000 and under 10,000	Under 5,000	Particular Average
Limit of Insurance.....	9–10	8–9	7-8	6 7	5 6	4 5 6	3 4 7	2 3	5 6 8 9
Steamers—A1 and A1½ ..	4½	4½	4½	4¾	5¼	6¼	7½	8¼	
A2 ..	...	5	5	5¼	5¾	7½	8½	8¾	
A2½ ..	....	.....	.....	6¼	6¾	8¾	9¾	9¾	
B1 ...	....	.....	.....	7¼	8	...	...	11	
Season Apl. 1 to Nov. 30	....	.....	.....	...	...	...	...	13	
Sail—A1 and A1½.....	....	.....	5	5¼	5¾	6½	7½	7	5 6 8 9
A2	....	.....	.....	5¾	6¼	7	7½	7½	
A2½	....	.....	.....	6¾	7½	8	8½	8¼	
B1	....	.....	.....	...	8¾	10	9¾	9	
Season Apl. 1 to Nov. 30	....	.....	.....	...	...	...	11	10¼	
Lake Tugs—A1 and A1½	....	.....	.....	...	4¾	6½	5¾	7	5 6 8 9
A2	....	.....	.....	...	5¼	7	6¼	7½	
A2½	....	.....	.....	...	6	8	7	8¼	
B1	....	.....	.....	...	6¾	10	7¾	9	
Season Apl. 1 to Dec. 10	....	.....	.....	...	...	...	...	...	

Deduct one per cent. for harbor tugs with lake privileges twenty miles; for wrecking privileges on tugs add one per cent.; for yearly policies add one-half per cent. Deductions are allowed as follows: For April expired, ten per cent.; for May expired, fifteen per cent.; and for each additional month the deductions will be respectively twenty, twenty-five, thirty, forty, and fifty-five per cent., the last including October. No deduction for parts of months. The cancelations are as follows: May having expired allow seventy per cent.; May and June, sixty, the amount being ten per cent. less for each additional month. No company is to allow over ten per cent. to local agents. The rates are new and no rebate allowed.

The case of Captain P. H. Finley against W. B. Guyles, in the Common Pleas Court for damages has been dismissed.

AMERICAN PATRONAGE.

CHARLOTTE, April 11.

To the Editor of the Marine Record:

I have noticed in the papers during the past winter that Lake Ontario was frozen over from shore to shore. I will state that the lake has, at times this winter, shown us in this vicinity large fields of ice. With a breeze from the northard it would drift in on shore. As soon as it changed to the southard we would lose sight of it in the course of twelve hours.

This harbor has been open nearly all winter. Any steam vessel could enter the harbor any day during the whole winter. The first of the month there was no ice to be seen on the lake, but yesterday (Friday) it returned with a northeast wind. It is now disappearing.

I noticed an article, extract from On the St. Lawrence, where they state that the Richelieu line has made an arrangement with the Utica & Black R. R.; also stating that no doubt it would be a great benefit to the railroad and Clayton also. I say, let Americans patronize American lines. That line (Richelieu) is kept alive by American patronage, still they never leave a dollar at an American port, only with the customs officer. The American line is furnished at all American ports where they touch. Strange as it may seem to some Americans, the mass of our countrymen will patronize the line that floats the foreign flag, and at the same time the Yankee is a fourth-rate consideration. The Yankee can take a little room forward and content himself with it. E.

MARINE INSURANCE.

To the Editor of the Marine Record:

In marine insurance what is the outlook? What are to be the rates, and will the insurance companies form a pool to govern rates, or will there be a war of rates? These questions have been asked from day to day, and if a pool is formed, what will be the effect on vessels, etc.? Some of these questions are easily answered now; that a pool has been formed, we understand, the rates of which will be found in another column, and by which all companies will stand, a uniform rate.

It is probable that although the pool quotes rates on A2½ and B1 vessels, when the rough weather comes they will refuse to insure their cargoes. Now if we understand aright there are fifteen companies in the marine business on the lakes who intend to write; out of this fifteen three will not write on hulls doing only a cargo business, which leaves the field to twelve who can write on one hull, with their combined limit, $93,000. So, when they come to write on a large vessel, every company will be overtaxed in order to insure the largest sized craft, and there will be little use for any fight. Owners of B1 vessels generally complain of an unjust discrimination by the insurance companies between them and A vessels, that there is too much difference in the rates charged, and also refusing to insure wheat in them even in summer, and last fall some companies refused to insure anything on vessels that were not valued at $15,000. Such action on the part of insurance men will be disastrous to men who own one vessel or even two, or three, and undoubtedly there are many such, as the bulk of the shipping is of that class, and if such action is taken by the companies, it will most certainly ruin a great many poor vessel owners; and, therefore, the question arises, what can we do?

Some years ago we made a prophecy that the day would come, sooner or later, that the vessel men would have to, in order to protect their interests, enter into a mutual insurance among themselves and insure each other, and we can see no better time to commence it than at the present. Our plan would be this, for every man to put his vessel in at a fair valuation, with a good, fair limit of insurance, and that a tax be levied; or in other words, assess the amount of stock insured pro rata to pay the loss. There would be no exorbitant commission to come out. Our plan would be to have a salaried man at each prominent shipping point, such as Buffalo, Cleveland, Chicago, or any other ports such as Detroit, Toledo, Milwaukee, etc. These agents should also look out for freights for the vessels which would come to them, and for which they should pay the agent about half the commission that is now charged by brokers, and such moneys should be credited to the Association to help pay salaries and if there were any over it should go to pay losses. In our opinion vessel owners would be protected. They could insure their own cargoes, provided the company was gotten up on a solid basis, so that shippers would have confidence, and it would not take much to gain that, for, say one hundred vessels would make a capital of $1,000,000, estimating them at $10,000 each. Some will undoubtedly say it is too late to do anything this year, but we think not, provided every vessel owner who is favorable to this scheme will, as soon as he reads this, write his ideas to the editor of the MARINE RERORD here, and if there were enough to organize there could be a general convention, called to meet somewhere convenient for all, and in a short time matters could be so arranged.

What are vessel men to do? are they willing to sit quietly and never make a move until these insurance matters shall have deprived them of the means of their support, or sit like the charmed bird until the cat shall make his spring, catch and kill her? No, sir, if you wish to prosper, and not be riven to the wall you must rise and knock down the barriers, or your life on these waters as B1 vessel owners will be short, and the little you have been able to rake together by hard work, and dangerous, will be swept from you like a whirlwind. Will you write that we may obtain a sense of this matter from all. Hoping we may hear from all interested in this matter very soon, we remain, Respectfully yours, etc.

A AND B VESSEL OWNERS.

[*Continued from 1st Page.*]

EAST SAGINAW.

Special to the Marine Record.

Mr. Adolph Pinet the ever wide-awake managing owner of the P. Line, recently gave his ship carpenters and captains a wine supper for a little fast work they accomplished on his boats.

Captain Kennedy has purchased of Wm. Callam the schooner John Gibbs; consideration, $3,750.

Fred Loudon, of this city, has taken a third interest in the barges Commodore and Peck, belonging to Pinet Brothers.

The schooner Jordon Beebe is being converted into a fishing tug at Bay City. The machinery for her was formerly in the tug E. White.

"Sweet Cake Joe," is the pet name for one of our tug captains. Any one running to this port knows who "Sweet Cake" is, and how the name originated.

The river came up three feet four inches from Sunday morning to Monday morning.

Friday morning at 8 o'clock the barge A. T. Bliss, of the M. Line, that has been in winter quarters in the bayou above the Bristol street bridge, slipped her anchor and floated down stream at a lively rate, striking on the aubutment piles of the bridge, doing but little damage to anything. If the Bliss had struck the bridge there is no telling what amount of damage would have been done, as there were four or five tugs and barges laying just below the bridge, and a general smash up would have been the result.

Tony Ryan handles the throttle on the steamer Burt this season, Mr. Jenkens having been appointed chief engineer on the propeller Bell Cross.

The river has at last come to a stand still. It is about fourteen or fifteen inches lower than the highest point reached last spring. The water in the upper rivers has begun to fall and it is not probable the Saginaw will be any higher this season. The snow and rain that fell Friday night and Saturday morning will have a tendency to keep the water up for some time.

The tug Anna succeeded in pulling the barge Norway off the ways Wednesday morning at Mason's shipyard. She was taken to the gas dock, where she will be fitted out for the season. She has received new decks and deck beams, rails and stanchions, two arches inside, and two sister keelsons, representing an expenditure of nearly $3,000.

The steam yacht Laura M. has been floated off the stocks at the shipyard.

Captain Zach Lapham has purchased of M. Jeffers the barge Sunbury, terms private. Captain Zach will run her in the Ohio trade.

Hiram W. Robertson, master of the M. Line propeller Porter Chamberlain, of this city, was found guilty in the United States District Court, on Wednesday, of throwing ashes from the propeller into the harbor at Sand Beach, in May, 1884. Judge Brown fined the accused $50 and costs. The above decision seems rather hard on Captain Robinson, as the ashes, one bucketfull, were thrown in by a new fireman who was unacquainted with the rules of the harbor. It was explained by Judge Brown that an example had to be made somewhere, and HI held the lucky ticket which, with fine, costs and expenses, comes to something over one hundred dollars.

The new steambarge which has been built by John Craig, of Trenton, this winter for Messrs. Sanborn & Prentice of this city, is to be called the J. H. Prentice. The barge will not receive her machinery this year, but will be used as a tow barge, the machinery to be put in next winter. The Prentice is expected to carry 700,000 feet of lumber as she now is, and will be commanded by Captain Frank W. Mann, of this city. She is iron strapped and is as good as wood and iron can make her. She is a credit to her builder.

The fire tug and passenger boat David Sutton, while coming up the river from Carrolton on Friday afternoon, struck a snag with her wheel and lost it. She was towed to Hobson's stone derrick by the tug Daisy Lee and a new wheel put on."

Anson Hobson, the stone merchant, has purchased a two-thirds interest in the barge Golden Harvest of James Launer, of Saginaw City, for a consideration of $1,500. The Harvest will be sailed by Captain James Hathaway. H. SHAW.

DETROIT.

Special to the Marine Record.

April 15.—The opening of navigation continues to be the all absorbing topic among vessel owners, masters, and others interested in maritime affairs. At this writing the outlook is not nearly so promising as ten days ago, for instead of opening, thawing weather, the ice is being strengthened in all sections, so far as can be learned. Along the lake borders it has become loosened, as is quite natural and is invariably the case, which gives the wind the power of making an opening toward midlake and back, yet the ice there remains as formidable as in midwinter.

On Monday morning it was announced from Colchester that the shore leading to Point au Pellee was clear, owing to a strong north wind which prevailed. This morning a change of wind from the south has set in, and the channel is again closed up.

It was stated last week that the steamer, City of New Baltimore, would put in an appearance here yesterday from Marine City, yet she failed to arrive, and being advised of the situation in Lake St. Clair, did not make the effort.

The departure of the Idlewild for Port Huron was arranged for to-day, but could not be carried out for reasons already given.

The steamer Alaska, it is expected, will leave here for Sandusky, yet there are grave doubts that such will be the case, notwithstanding a clear channel between Sandusky and Put-in-Bay, the chief difficulty being between the Detroit river and that locality.

On Wednesday next it is given out the Northwest will make a move for Cleveland, but it remains to be seen whether she will succeed.

The Detroit river is entirely clear of ice and has been so for several days, with none drifting from Lake St. Clair.

There are almost daily tows passing and crafts sailing in either direction, employed in the stone trade between Gross Isle and the lime kilns here, which presents a midsummer like appearance, yet it is quite cold, with ice forming.

The schooner Ferret, Captain Geo. Mapes, began yesterday to fit out to start immediately on her first trip. The captain is bound for the islands for a cargo of stone, and is bound to make a move, ice or no ice. The Ferret has been painted a fiery red and presents quite a warlike appearance, and is in good shape for business.

Captain Ward's Lake Superior line will consist of the following boats: Steamer Northerner, 1264 tons, Captain A. M. Shepherd; steamer Osceola, 980 tons, Captain M. H. Murch; steamer St. Paul, 909 tons, Captain Syd Scott; steamer Toledo, 792 tons, Captain Phineas Kenyon; steamer Samuel F. Hodge, 586 tons, Captain W. H Campan. As has been previously announced, two of this line of boats will ply between Buffalo and Green Bay.

There has been organized at this port a "Merchants Navigation Company," with a capital stock of $306,500, composed of the following gentlemen, having shares respectively as noted: E. M. Peck, 2960 shares; A. McVittie, 2960 shares; John Owen, 2960 shares; F. E. Kirby, 1690 shares and W. M. Cowie, 1690 shares, all of this city.

The schooner, Thomas P. Sheldon, was seized at this port on Thursday last by the marshal, on a debt for supplies amounting to $35.

An effort was made on Friday last to dispose of the steamer Saginaw and Evening Star at auction. The bidding, however, was quite tame and the sums offered were $4,250 and $10,250 respectively, when it was adjourned. The sale, in this form it is thought, will not be renewed, and they will be disposed of at private sale. The Saginaw is 774 tons burden, and the hull without the engine is worth more than the sum total asked. The Evening Star is 382 tons and of good speed.

The propeller Oconto was sold the other day to R. Vanslyke, and Captain G. W. McGregor, of this city, for $15,000. She was built at Manitowoc in 1872, and is 350 tons burden. During the past winter she was damaged by fire to the extent of $5,400, which will have to be made good by the new owners. Captain McGregor will sail her.

Captain George U. Wilson will command the propeller E. K. Roberts the coming season, plying between Detroit and the fisheries on Lake Huron.

Captain John Connor, a well known lake skipper, arrived here yesterday from his home at Chicago, to attend to the fitting out of the schooner Niagara, which he will sail this season. She is already loaded with upward of 55,000 bushels of wheat for Buffalo.

The steam barge Westford is in the Detroit City Drydock for calking and general repairs. The steambarge Mackinaw is also being attended to. At the same yard a timber scow has just been built, and is ready for launching, of the following dimensions: Length, 100 feet; beam, 26 feet, and the cost was $2800, Owners, Hubbard & Co.

The appointments for Candler Bros.' line of vessels for the coming season are as follows: Steamer Chauncy Hurlbut, 1009 tons, Captain P. C. Barrett; steamer Mineral Rock, 552 tons, Captain H. Murcure; schooner Samuel Boulton, 830 tons, Captain John Lemay; schooner Senator, 322 tons, Captain Chas. Anderson. This line of vessels is in first class shape for business, requiring no repairs the past winter.

The route for the steamer Pearl has not been definitely decided upon thus far. Last season she was on two different routes for a time, plying to Mackinaw, and the latter part of the season between Cleveland and the Islands, forming a through line in connection with the Alaska to Detroit.

As regards marine insurance there is nothing special to note, although it may be considered as somewhat on the down grade, especially on cargoes.

There has been less changing hands of vessel interest in this locality as well as elsewhere during the past winter than any winter for the past twenty five years.

The work of painting up steamers on passenger routes is being carried out with considerable activity, while on the other hand of those employed solely in freighting there will be many which will not don a new dress the present spring. It won't pay, therefore it cannot be done.

The steamer City of Cleveland has had her name changed to City of Alpena, and is being beautifully brightened up, and with Captain Albert Stewart in command, will as last season, continue to ply between Detroit and Mackinaw, as also her consort, the City of Mackinaw, Captain Alex J. McKay.

The Chicago & Ogdensburg line will be under the control of the Detroit Drydock Company—the steamer W. J. Averell, Captain L. Bailey; steamer W. A Haskell, Captain H. Howard, and W. L. Frost, Captain Wm. Shay. These steamers are all new, having run but one or two seasons.

J. W. H.

TOLEDO.

Special to the Marine Record.

Schooner R. Hallaran loaded 48,000 bushels of wheat to-day for Buffalo, on owner's account.

Steambarge Mills left here yesterday, bound for Detroit. This is the first departure of the season.

Captain James Scott, schooner F. D. Barker; Captain Richardson, schooner Hoboken; Captain McDowell, schooner Geo. B. Sloan, have all arrived from Oswego, to fit their vessels out.

Dredge Mead has been on Gilmore's Drydock, receiving an overhauling. The dredger expects to go to work on Maumee Bay to-morrow on government work.

Captain Albert Fitts has been appointed master of the new steamer Mascotte, now being built at Detroit for the coming season.

Dredge Quickstep is to work up the river dredging sand for the Toledo Sand Company.

S.

The Yacht Club will hold a grand review of all the yachts in the club, just previous to the Decoration Day regatta.

The work of dredging for the new dock at the foot of Jefferson street is rapidly going forward.

It is time the Lake Shore railroad bridge was given engine power, so that it could be turned by steam. Tug and vessel men complain of delay in passing through the draw. Business has increased so rapidly that the draw should be turned by steam and not in the old fashioned way.

Captain Wm. Blyden is here from East Saginaw, getting the barge, W. L. Peck, calked and painted, some new sails and ropes, and a thorough overhauling, ready for the opening of navigation.

GARDEN ISLAND.

Special to the Marine Record.

Calvin & Sons have made the following appointments to their fleet: Steambarge, D. D. Calvin, Captain A. Malone; barge Bavaria, Captain A. Milligan; barge Prussia, Captain G. O. Brian; barge Norway, Captain J. Marshall; barge Denmark, Captain L. Julian. The above vessels are undergoing a general overhauling and will, if navigation opens, leave the first week in May, for Hamilton, Ont., to load square timber for Garden Island. The firm are building a new barge for the river St. Lawrence trade. She will be launched about June 1st. The Montreal & River St. Lawrence Company have purchased her. The firm will put another barge on the stocks as soon as that one is launched.

Donelly & Sons, wreckers, have gone to look at the wreck of the steambarge Owen Sound, ashore on Michipicotton Island, Lake Superior. They have a contract with the Western Insurance Company, Toronto, to get her off if possible.

K.

MARINE CITY.

Special to the Marine Record

The Toledo and Saginaw Transportation Company have made the following appointments for their fleet:

Steambarge Curtis, G. H. Lester, master, H. Howe, mate, Geo. Coveon, engineer.

Steambarge Tempest, James Taylor, master, John Hagan, mate, James E. Lyon, engineer.

Steambarge P. H. Birckhead, Robert E. Gaines, master, E. D. Ballentine, mate, F. W. Whiting, engineer.

Barge, Isabel Reed, James Cunningham, master; barge T. S. Fassett, J. Ward, master; barge N. Holland, Wm. Clendenning, master; barge J. R. Edwards, John Balfour, master; barge Minnie E. Orton, A. Bigg, master; barge Wm. A. Young, E. Ward, master; barge Katie Brainard, Isaac Potter, master; barge Dayton, Thomas Taylor, master; barge Troy, A. Scott, master. Tug Roy, S. Stratton master.

The above vessels are laid up at this port. M. Lester, shipbuilder, has given them all a thorough overhauling, ready for the opening of navigation.

The barge K. Brainard has been rebuilt from the water's edge, and the steambarge Tempest has had a new steel boiler, 9 feet shell, placed in her.

Captain P. Marceau will be master of the barge Alice Richards; Captain Wm. Rouvel, of the barge St. Clair; Captain Wm. Scott, of the barge Tim Baker; Captain H. Scott, of the barge Montpelier.

The following are the appointments to the Tonawanda Transportation Company's fleet, laid up at this port: Steambarge, W. H. Gratwicke, John Mitchell, master, Tom Black mate, M. Owens, engineer.

Steambarge Edward Smith, Alfred Mitchell, master, D. Carrier, mate, W. F. Sauber, engineer.

Barge Robert L. Fryer, Captain Crocker; barge Marvin, Captain Hazen; barge Reindeer, Captain David Rose.

They have all been fixed up, ready for the opening of navigation.

W. B. Morley's fine new steamship has been getting her cabins, etc., placed on her, and will be ready by the opening. Captain J. P. Cottrell will command her. A. H. Gains will be first mate, M. Lyon second mate, M. Jamison, engineer. She is a splendid looking steamship and is estimated to carry over 70,000 bushels, but she is still without a name.

C. McElroy's favorite passenger steamer Mary has been fitted out and painted, and is ready to go on her route between Algonac and Marine City as soon as the ice permits her to run. Captain S. H. Burnham will be in command, Ed. Kendell, mate; Geo. Merrill engineer; S. E. Pierce clerk.

The steambarge Abercorn, Captain James Leitch has been getting new rail and new hatch combings and a general overhauling. We are glad to announce that Captain Leitch is recovering from a severe illness which has held him down all the winter, and we hope he will get well soon enough to be on deck again when navigation opens.

Considerable anxiety was caused here on the 7th by a freshet in Belle river. About the middle of the day two dump scows, belonging to Captain Hubbel, got away from their moorings and floated down on to the bridge, foot of Broadway street, but they were got through the draw without much damage being done. Later in the day the ice accumulated in large masses above the bridge causing a considerable flood, and during the night the ice jam gave away, doing considerable damage to the bridge and causing four or five of the barges in the river to break loose from their moorings, and several collisions was the consequence, but fortunately very little damage was done. Many of the captains were on board their vessels on the look out all night.

The freight and passenger steamer, New Baltimore, has been calked all over and overhauled. She has received two new coats of paint and had her cabin grained throughout, and looks first rate. She will commence to run at once. Captain J. B. Lozen is in command, Wm. Beals engineer.

The steambarge, William Cowie, Captain Wm. Maxwell, is having her boiler taken out, which will be replaced by a new steel boiler, 7x14, building at the Detroit Drydock Engine Works.

The steambarge, M. Sicken, is fixed up, ready to start. Captain John Kuhn will command her and Robert Monn will be engineer.

The steambarge, Lowell, Captain C. H. Westcott has been getting a rebuild, comprising new rail, plank solid to rail inside and out, new upper deck and stanchions, some new ceiling, deck frames and deck and outside planking, all new upper works and boiler deck, and altered from a double decker into an open barge, at a cost of $5,000. Her boiler is receiving a thorough overhauling. George Arnold, late of the steambarge Cleveland, will be engineer. She will travel between Bay City and Buffalo, and will tow the barges Alice Richards, St. Clair, Tim Baker and Montpelier.

Captain Otto Olson, who has sailed the schooner Stafford for the past five years, is here from Muskegon, getting the steambarge Robert Holland fitted out and about $800 expended on her boiler. She was purchased by T. D. Stimson, lumber merchant, Muskegon, in January last, and Captain Olson will run her between that port and South Chicago the coming season.

Captain John Monaghan is at Marine City, visiting his friends. Since he gave up his appointment with the Lake Superior Transit Company he has been in the ice business at Duluth.

Captain Thomas Pringle has given the hull, engine and boiler of his steambarge, S. H. Johnson, a general overhauling. She will get a new wheel.

The schooner, C. N. Johnson, Captain T. W. Weeks, has been refastened and recalked, and received some new keelsons.

The steambarge, D. Leuty, Captain J. Pringle, has been fixed up and painted, and is ready to commence work.

T. W.

BUFFALO.

The Courier says marine men generally expect an opening at this port about the 10th of May. The work of fitting out steamers will begin next week.

Captain Dobbins is having built at Harvey a wagon to be used at the Buffalo station for transportating and launching the surf boat. It will show a number of improvements on the wagon in use, and is intended as a sample.

There is no pertinent talk yet regarding coal freights from Buffalo to Chicago. Shippers seem to have a dim idea that 60 cents ought to do for a starter, but vessel men are not inclined to touch so low a figure. There is no good reason why the opening rate here should not be as high as at Cleveland.

Parties are negotiating for a season contract with the propeller Oneida to run between Green Bay and Buffalo, but no definite arrangement has been made.

"We shall begin making charters when we can get vessels at fifty cents," say the coal shippers. "Not until you pay seventy-five cents," return the vessel men.

Half a dozen canal boats, which have been loaded with coal for the Philadelphia & Reading Company will to-day be brought up to Hefford's dock in the Blackwell for unloading on the dock.

Manager Bullard of the Union Steamboat Company, who has been in New York since the rumored sale of the Union Dry Dock to Cramp & Son, of Philadelphia, was started, stated yesterday that there was no foundation whatever for such a story.

SARNIA.

Special to the Marine Record.

The following are the appointments of the North West Transportation Company's fleet for the season, so far as yet decided:

United Empire, Captain, Edward Robertson; engineer, R Kenny; first mate, P. Broderick; second mate, Jas. F. Baby; steward, P. Cooney.

Quebec, Captain, J. B. Symes; engineer, Wm. Scott; first mate, W. Anderson; second mate, N. McLeod; steward, Alex. Kidd.

Ontario, Captain, H. Zealand; engineer, Jas. H. Brown; first mate, W. Harbottle second mate, Wm. Moore; steward, H. Flack.

Sovereign, Captain, J. Clifford; engineer, W. Davidson.

The fish tugs Morning Star, J. K. Secor and Sallie are all running to the fishing grounds in the Maumee Bay.

The propeller Porter Chamberlain has received a new forecastle deck, new rail and a few stanchions during the last month. Engineer Stone is expected here to-morrow to commence fitting out.

Captain A. Keith will sail the schooner Sweepstakes the coming season.

The passenger steamer Hiawatha, Captain John Scott, has been put in first class shape, and commenced running on her route between Sarnia, Wallaceburg, and Dresden this week.

It is reliably stated that the Canadian government has decided upon making Sarnia Bay a harbor of refuge.

T.

The Saginaw River is now clear of ice to the light house. The ice on the bay shore is beginning to pile up, and a week more of the present weather (rain most of the time), the ice in the bay will be pretty well softened up.

Steam Yacht For Sale.

A clinker-built steam yacht, one year old, 22 feet keel, 7½ feet beam, 3½ feet depth, has an improved pattern engine 4x2 3-4, driving a Farrer & Trefts wheel; 21 inches boiler has 35 1¼ flues, 22 in. shell, and 3 feet 6 inches high, duplex injector, and all complete. Was used last year on Saginaw bay and river, and can be used as a sail yacht. Will carry twenty-five persons. Can be bought cheap by writing to

H. L. SHAW, East Saginaw, Mich.

HISTORY OF LAKE NAVIGATION.

BY J. W. HALL.

Written for the Marine Record:

CHAPTER XII.

There were French explorers who traversed the upper lakes as early as 1610, voyaging in canoes, and the occasional gathering of white fish for subsistence chiefly. Beyond this fact no other sort of craft was put afloat or crossed them until 1679, as given in a previous narrative.

The first ever known of Lake Superior by the whites was in 1641, when Charles Raymbault and Isaac Jaques, Jesuit missionaries, visited the St. Marie river and were informed by the Indians that beyond the foaming rapids was a lake, called by them, "Kitchi Grimmie" (Big Lake) which was again visited in 1660 by Rene Mesnard, also a Jesuit missionary, who reached Point Keweenaw, and while crossing the Portage wandered into the woods from his companions and was never heard of afterward.

The existence of copper in that region was known as early as 1666, when Father Claude Allouez discovered pieces of pure copper, weighing from ten to twenty pounds. In 1669 Baron La Hontan visited the lake and described the co per mines in his "Vizges to Canada." In 1721 P. de Charlevoix passed through the lake on his way to the Gulf of Mexico, and mentions the copper mines in his "Journal of a Voyage to North America." It was again visited by Captain Carver in 1766 who in his book of travels, published an account of the copper found on its shores. The mines were worked at as early a period as 1771 by a company, composed of His Royal Highness the Duke of Gloucester, Secretary Townsend, Sir Samuel Tucket, Bart., Mr. Baxter, Consul o f Emperor of Russia, and Mr. Crinkschank, in England, and Sir William Johnson, Bart., Mr. Bostwick and Mr. Henry in America. An air furnace was erected by this company at Point aux Pin. Their mining operations were confined on the south shore of the lake to the Ontonagon river. The object in forming this company was not for the p rpos of obtaining copper, but for the silv r the ore might contain. During the winter of 1771-2 they penetrated into the hill, forty feet, in a vein of native copper which held out that distance. In the spring when the thaw came, the clay, on which they relied for its stiffness and neglected to prop up, caved in, when the enterprise was abandoned.

Traces of these early operations are distinctly visible at this late day in the vicinity where the great copper rock, weighing nearly two tons, was found, which was removed by Julius Eldred of Detroit, in 1845, and taken to the navy yard at Washington.

The commerce of Lake Superior, if such it might be termed, had its commencement in 1812, when a vessel of some forty tons burden, called the Fur Trader, was built on that lake for the North-west Fur Company, which was afterward run over the Sault rapids, but sustained such serious damage as to render her useless ever afterwards. She was the first craft that ever hazarded the attempt. During the season of 1809 a vessel was built by the same company and at the close of the war of 1812 she was secreted under the island of Caribou, covered with bushes, where she lay sunk for several years. She was run over the Sault rapids and during her descent both masts went by the board. Soon after her arrival on the lower lakes she was sold to Captain John Fellows, of Fort Erie, Canada, and Augustus Merwin, of Cleveland, Ohio, named the Recovery, and for several years was employed in the lumber trade on Lake Erie, rigged as a brigantine, but finally went to decay at Waterloo, opposite Black Rock. She was 150 tons burden. A voyage was made to the Sault by the brig Wellington in 1817, commanded by Captain Alexander McIntosh and piloted by Captain James Hacket of Amherstburgh. She took in tow a small vessel of 30 tons burden, named the Axmouth, and on her arrival there was hauled over the portage, on the Canada side, and relaunched into Lake Superior and delivered over to the Northwest Fur Company, and was the first vessel hauled over the portage.

The second vessel that came over the Sault rapids was the Mink, which took place in 1817. She sustained considerable damage, but was repaired and put into service on the lower lakes. She was a British craft, but was subsequently sold to American parties and survived for many years afterward. In 1842 a vessel called the Wm. Brewster was also run down the Sault rapids, performing the hazardous attempt in safety. Her frames were got out at Euclid, Ohio, in 1838, shipped on board a vessel to the Sault, where she was put together and launched in Lake Superior, in August of that year, and sailed by Captain John Wood.

The above were the only feats of running vessels down the Sault rapids, up to the opening of the ship canal in 1855. From 1815 to 1822 Lake Superior was navigated by only one small schooner. It is recorded, however, that as early as 1806 the Fur Companies owned two or three schooners that navigated those waters, the Mink above spoken of being one of that number, which finally sunk and went to decay in the river Rouge, below Detroit.

The American Fur Company caused to be built the Astor, the timbers of which were got out at Black River, Ohio, in the fall of 1834, and were shipped to the Sault in the spring following by Oliver Newberry, where she was put together. She was finished in August and sailed for La Porte in command of Captain C. C. Stanard, who continued master of her until 1842 when his brother, Captain B. A. Stanard, took charge of her. She was wrecked at Copper Harbor in 1844, where for several years afterward portions of her remains were visible.

In 1837 the Fur Company built two other vessels of some 20 tons each. One of them, however, was never launched. The other, the Madeline, was sailed by Captain Angus and was employed in the fish trade.

In 1847 there were employed on Lake Superior two steamers and nine schooners, as follows: Steamer, Julia Palmer; propeller, Independence; schooners, Napoleon, Algonquin, Swallow, Merchant, Uncle Tom, Chippewa, Fur Trader, Siskawit and White Fish. The Merchant was lost in June of that year with all on board, being temporarily in command at the time of Captain Robert Brown, of the Swallow, with several passengers on board. J. W. H.

SHIPBUILDING ON THE SAGINAW.

EAST SAGINAW, April 5.

The following is a table of the crafts built on the Saginaw river to date. The propeller Julia Smith, of about seven tons burden, built at Saginaw City, in 1847, has the honor of being the first built, while the famous Buena Vista takes the second place, having been built at Milwaukee in 1849. Up to the present time there has been constructed 226 crafts, with a tonnage of 61,093, classed as follows:

Number.	Rig.	Tonnage.
41	Tugs	1,336
4	Canal boats	425
140	Schooners and barges	38,024
41	Steamers and propellers	21,308

Among the largest are the C. J. Kershaw, 1,326 tons; Jas. Davidson, 1,456 tons; Clyde, 1,306 tons; Oceanica, 1,490 tons; Siberia, 1,618 tons; George T. Hope, 1,274 tons; Australasia, 1,400 tons. The fine propeller Waldo A. Avery was the last completed, with a tonnage of 1,035. H. SHAW.

THE TONNAGE TAX.

The Solicitor of the Treasury has just rendered an opinion upon a question raised with regard to the tonnage duties imposed by the act of June 26, 1884, upon vessels entering ports of the United States. The act referred to substituted for the tonnage tax of 30 cents per ton previously authorized certain tonnage duties at a lower rate, and authorized the President to suspend the collection of so much of such duties on vessels from certain specified ports, as should be found to be in excess of the corresponding tonnage dues exacted from American vessels by the governments of the foreign countries in which such specified ports were situated. It appears that tonnage duties have been collected from the time when the act took effect on vessels entered from the specified ports up to date of proclamation indicating such ports as the ones whence vessels could enter free of duty. The question arose as to whether such duties can be refunded, and the Solicitor has given an opinion that such duties cannot be refunded. He says it is clear from the words of the act that the duty must be collected on vessels entered from specified ports until it is known to the officers of the Government that such vessels are exempt under the act. These officers can only be informed on this point by the proclamation of the President, based on evidence satisfactory to him, and the Solicitor says it follows that up to the time of the proclamation the collection of duties on vessels exempted thereby was proper.

ERIE FISHERMEN.

Another meeting of the Board of Trade has been held to consider the petition of the fishermen, some four hundred, that obtain a living with gill nets. The aggressors in the fish fight are now suppliants for quarter, having by their criminal proceedings against the pound net men, succeeded in getting themselves involved in the general and sweeping decision of the Supreme Court, which construes the law so as to cut them off as well as the men they had arrested. The Board of Trade was asked to memorialize the Legislature to repeal the act of 1878 making it unlawful to use nets within the State's jurisdiction. Time is precious to these men, as in the event of the repeal not being enacted during the present session the fishing industry of Erie would have to be entirely suspended for two years. Before the board it was represented that in such a case the fishers would have to take their boats into New York or Ohio and that the native fishermen there would soon have them ousted by law from their fishing grounds. A resolution to memorialize the Legislature to repeal the act was adopted. If this is done it will leave the act of '69 in force, which leaves the lake free for all nets.

A NEW STEAM YACHT.

There is a plan on foot which may result in establishing a business here for which Oswego has peculiar advantages, the building of steam pleasure yachts. Mr. A. B. Coggswell has an idea of a steam yacht which he thinks will be light, graceful and what is better yet very fast. With the object of carrying out this idea Mr. Coggswell has consulted with Goble & Macfarlane in regard to a hull and has their figures for building it. The yacht projected will be 65 feet long and 10 feet beam, strongly built and of light draft. The model is shown at the office of the Kingsford Machine Works, which certainly looks well. The yacht will be fitted with a double engine 10x12 inch cylinders and one of the noted Fitzgibbon marine boilers. The machinery is already in process of construction at the Kingsford Machine Works. The contract for the hull has not yet been let, but probably will be soon, and should the new craft equal the expectations of the builders, it may inaugurate an industry here which will greatly increase. Every one will hope that the new yacht may be a success. It would be a handsome addition to the Oswego fleet.—*Oswego Times.*

As the season of navigation will soon open on Lake Superior, considerable interest is being manifested as to just what steamship lines will compete for the business, and what traffic arrangements will be made with such lines by the railroads running from St. Paul to the lake, principally the St. Paul & Duluth and Omaha roads. Last year there was but very little competition, owing to the strict agreements made by the above two named roads with the Lake Superior Transit company and the Lake Superior and Lake Michigan Transportation company, which compelled these roads to deliver all their through business to these steamship lines irrespective of the low rates which might be made by other companies. From information now obtainable, it is believed that the ports of Duluth and Washburn will be open to all steamship lines plying on Lake Superior, and that the line making the lowest rate to the railroad company will get the business, there being none of last year's iron-clad agreements to compel the railroad companies to give the business to any one line. This being so, and coupled with the fact that there will be numerous lake lines looking for the business, would indicate that lake rates for the season of 1885 would be extremely low.—*St. Paul Globe.*

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Dimensions of hull 65 feet over all, 16 feet beam, 8 feet hold, and measures 46 tons with 7 feet draft; can be made 6 feet draft. The engine, 18x20, is in first-class condition, with all new brasses, new rings in cylinder and turns a six-foot wheel, which was new last season. The boiler is one year old, is large enough to burn wood or coal and is allowed 100 pounds of steam. Price $4 500, and must be sold inside of thirty days. Address MARINE RECORD OFFICE.

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